

Appendix 2.1

Attachments to City of King Comment Letter

Conceptual Design Multi-Modal Transportation Center



Report level: Concept Design

Prepared By:
RailPros, Inc.

Revised February 24, 2014



1 Ada Parkway | Suite 200 | Irvine | California | 92618

www.railpros.com

Office 714.734.8765

Background

The City of King, California has identified a need to optimize transit connections for the transit dependent population by consolidating the existing transit and multi-modal passenger transportation activities, and to facilitate the re-establishment of the King City train station ("Station") at First Street in the Historic Downtown.

On its behalf, a Multi-modal Transportation Center Development Strategy (the Strategy) has been prepared, which sets forth the actions the City should take to facilitate the funding and development of the Multi-modal Transportation Center (MMTC).

The MMTC concept includes re-establishing the historic 1886 passenger rail station "King's Station" as part of the new Amtrak Coast Daylight train service and potential establishment of Coast Starlight service. A key recommendation contained in the Strategy specifically recommends that a detailed conceptual design of the Multi-Modal Transportation Center and its rail station component be prepared.

The following discussion summarizes the proposed MMTC Conceptual Design and the railroad track and Amtrak station facility improvements anticipated for enhanced operations of commuter and freight train operations.

King City Multi-Modal Transportation Center

The proposed King City Multi-Modal Transportation Center is located west of the existing tracks between the proposed Broadway crossing and San Lorenzo Creek. The proposed MMTC consists of the following components:

1. A passenger platform, a passenger drop-off and loading zone, a small station building with restrooms and storage rooms, and four passenger shelter canopies.
2. A parking lot for station patrons.
3. A staging area for Fort Hunter Liggett.
4. A bus stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit (MST) bus service, Pinnacles National Park shuttle service, taxi service, and bicycle facilities.
5. Improvements to First Street between Division Street and Broadway Street, including the introduction of street trees, center medians, bike lanes, parallel parking, as well as curb extensions, crosswalks and traffic signals at the intersections with Broadway Street, Bassett Street, and Pearl Street.
6. The De Anza Trail extension south of Division Street to San Lorenzo Creek.

Train Station and Platform

The proposed Station is serviced by a 1,200 feet long and 16 feet wide side platform, pursuant to Amtrak standards. The platform ends approximately 100 feet from the proposed Broadway crossing, on the north end, to allow for proper activation of the crossing warning equipment. On the south end, the platform ends clear of the proposed railroad signal and turnout. See **Exhibit A** for platform and track concept plan. The platform is proposed to be within UPRR right of way.

The train platform is separated from the parking lots by a low fence with periodic breaks to allow access between the platform and the adjacent "kiss 'n ride" drop-off zone and parking lot, which are described

below (see **Exhibit B, Figure 1 and Figure 2**). Four passenger shelter canopies are provided along the platform, two to the north of the station building and two to the south.

The train station building, located near the midpoint of the platform, includes an enclosed bike room on the north end of the building, and at the south end a uni-sex restroom and two storage rooms, one for the Amtrak Station and the other for Fort Hunter Liggett. Between these enclosed rooms is a covered, somewhat wind sheltered but unenclosed waiting area with benches and Quik-Trak ticketing machines. As the station design is developed further, glass walls to further shelter passengers from wind without compromising visibility and security might be explored.

The station building design is essentially a hybrid of Amtrak's Category 3 Caretaker Station (which includes a fully enclosed interior passenger waiting area) and a Category 4 Shelter Station (which provides no enclosed rooms). A small plaza on the First Street side of the station building provides a welcoming place for passengers and visitors passing through the station.

The train station building and train canopy designs are influenced by the design of the historic King City Train Depot and other train stations and platforms of approximately the same period (see below illustrative images). Further design guidance may be provided by the Architectural Guidelines of the *City of King Historic Corridor Revitalization Plan*.



Station Patron Parking Lot

Off-street parking for Amtrak, Greyhound, and MST passengers is provided between Bassett Street and Pearl Street (see **Exhibit B, Figure 1**). The parking lot provides 59 parking spaces and is screened from First Street by street trees, a three-foot high wall, and landscaping. Access to the parking lot is provided from both Bassett Street and Pearl Street. A 12-foot wide "kiss 'n ride" drop-off lane is provided along the entire length of the east side of the parking lot, adjacent to the platform. The "kiss 'n ride" lane may also accommodate Amtrak Thruway buses which would enter from Pearl Street, pick-up and drop-off passengers, and then exit via Bassett Street where they may proceed to the north or to the south along First Street.

The paving of the parking lot slopes upward from First Street toward the railroad at a grade of less than 4%, so that the platforms can be accessed without steps or ramps (see **Exhibit B, Figure 5**).

Fort Hunter Liggett Staging Area

A staging area for troop mobilizations to and from Fort Hunter Liggett is located to the south of the station building and south of Pearl Street. The staging area design – to be finalized by Fort Hunter Liggett – accommodates parking and queuing for multiple buses and/or vehicles to pick-up and deliver troops to and from Fort Hunter Liggett. The staging area is accessed from the south via a one-way 14-

foot wide queue lane that begins at Division Street and runs parallel to First Street along its east side and partially within the Union Pacific Railroad right-of-way; it may be necessary to acquire right-of-way from UPRR for this purpose. Buses and/or other vehicles would pick-up or drop-off troops along the platform or within the staging area and then exit via Pearl Street where they may proceed to the north or to the south along First Street. The queue lane is separated from First Street by street trees, landscaping, and a low split rail fence. Gates can be provided at the southern end of the queue lane and at the northern side of the staging area.

Like the Station Patron Parking Lot, the Fort Hunter Liggett lot is screened from First Street by street trees, a three-foot high wall (or a higher, transparent fence if required by Fort Hunter Liggett), and landscaping. In addition, an existing Union Pacific structure located near the southeast corner of First Street and Pearl Street is retained.

The paving of the staging area slopes upward from First Street toward the railroad at a grade of less than 4%, so that the platforms can be accessed without steps or ramps (see **Exhibit B, Figure 6**).

Multi-modal Service

Bus service for Amtrak Thruway Bus, Greyhound Bus, two MST fixed routes, and shuttle service to Pinnacles National Park, are accommodated in a bus turnout lane along the east side of First Street between Pearl Street and Bassett Street and, if needed, along the east side of First Street in front of the Fort Hunter Liggett staging area. Along the bus turnout lane are a wide sidewalk, shade trees, and two bus shelters. Amtrak Thruway buses may also pull into the station patron parking lot from Pearl Street, pick-up and drop-off passengers along the “kiss n’ ride” drop-off lane, and exit via Bassett Street to First Street. Taxis may queue along the east side of First Street in front of the Fort Hunter Liggett staging area. As mentioned above, an enclosed and secure bike room is included in the Train Station Building.

First Street Improvements

Street trees, curb extensions, crosswalks, center medians, and on-street parking are introduced along First Street to signal to motorists, pedestrians, and cyclists that they are entering Downtown and the station area. The existing curbs are retained – except for where curb extensions are introduced at Broadway Street, Bassett Street, and Pearl Street – along the entire west side of First Street between Division Street and Broadway and along the east side of First Street between Division Street and the south side of the Fort Hunter Liggett staging area.

First Street between Broadway Street and Bassett Street (see **Exhibit B, Figure 3**). This section includes parallel parking on both sides of the street, one bike lane and one traffic lane in each direction, and a left turn lane/planted median. Sidewalks are urban in character with street trees planted in tree wells. In order to accommodate the parallel parking and a sidewalk of sufficient width along the east side of First Street, that curb will need to be reconstructed approximately 8 feet to the east of the existing curb and the right-of way width will need to be increased by a similar amount.

First Street between Bassett Street and Pearl Street (see **Exhibit B, Figure 4**). This section consists of parallel parking on the west side of the street, a bus turnout lane on the east side of the street, one bike lane and one traffic lane in each direction, and a left turn lane/planted median. Sidewalks are urban in character with street trees planted in tree wells. Two bus shelters are provided next to the bus turnout lane.

First Street south of Pearl Street to the curve (see **Exhibit B, Figure 3**). This section is the same as between Broadway Street and Bassett Street, with the parallel parking on the east side of the street accommodating taxi queuing.

First Street between curve and Division Street (See **Exhibit B, Figure 6**). This section includes one bike lane and one traffic lane in each direction, a left turn lane/planted median, and a sidewalk with continuous street tree planter strips along the west side of the street. There is no on-street parking on this stretch of First Street. As indicated above, a dedicated queue lane for Fort Hunter Liggett vehicles – separated from First Street by landscaping, street trees, and a low split-rail fence – is provided along the east side of First Street. This queue lane can also serve as a segment of the De Anza Trail, connecting hikers directly to the new train station.

First Street south of Division Street: (see **Exhibit B, Figure 7**) This segment would remain substantially as it is – with one travel lane in each direction – with the recommended addition of landscape and street trees to improve the image of this important gateway to Downtown King City.

De Anza Trail

The Juan Bautista de Anza National Historic Trail – a 1,210-mile National Park Service trail that extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert, and along the California coast to San Francisco – is accommodated along the west side of the railroad tracks and platform to the station. South of Division Street it consists of a 12-foot wide paved trail that is separated from First Street by landscaping, street trees, and a low split-rail fence; north of Division Street – and with the approval of Fort Hunter Liggett – it can share the Fort Hunter Liggett queue lane. During times when Fort Hunter Liggett is using the queue lane – or if the queue lane must be dedicated entirely to Fort Hunter Liggett – pedestrians and cyclists would cross First Street at Division Street and proceed along the sidewalk along the west side of First Street. A five-foot high chain link fence separates the De Anza Trail and the railroad right-of-way. UPRR does not allow trails on their right of way for safety reasons; acquisition of this portion of the right-of-way may be necessary.

Track Realignment and Siding Extension

In order to maintain concurrent operations of freight (UPRR) and passenger (Amtrak) trains, the proposed corridor improvements noted in **Exhibit C** are recommended. The proposed track corridor improvements include:

- Installation of No 24 Power-Operated Turnout (North of Lorenzo Creek)
- Track re-alignment of UPRR mainline and siding tracks near the proposed station
- Siding extension (North of King City downtown area), with the new track on 20' centers to the existing track.
- Track re-alignment of main track and existing siding to establish 20' track centers
- New Universal Crossover (Power-Operated No. 24)
- Installation of Power-Operated No 24 Turnout (South of Spreckles Road)

The proposed track improvements above allow for stopping Amtrak trains on the siding without impacting UPRR's capacity. The design is intended to allow Amtrak and UPRR trains to meet and pass each other near the station or along the siding to the north without limiting or disrupting the service operations of either UPRR or Amtrak. The proposed turnouts and crossovers improve operations for both Amtrak and UPRR by provide access back and forth across proposed siding and mainline tracks at

multiple locations. The proposed siding outside of the downtown area recreates the siding capacity UPRR might otherwise lose if the existing siding were transformed into a siding serving Amtrak trains.

Phasing

The Multi-Modal Transportation Center cannot proceed without the removal of the southern portion of the Meyer's building that currently is built on the future Broadway right-of-way, the subsequent construction of the Broadway Street at-grade crossing, and the closure of the Pearl Street at-grade crossing.

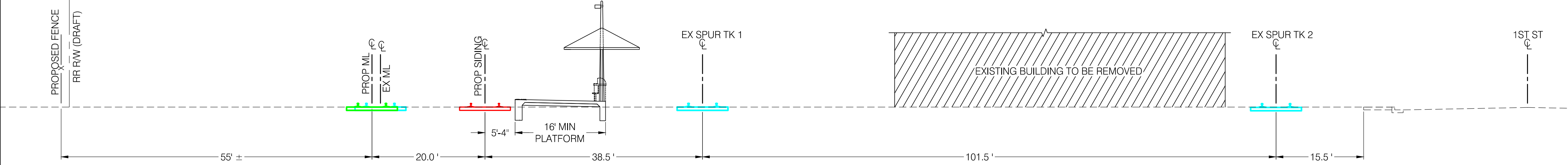
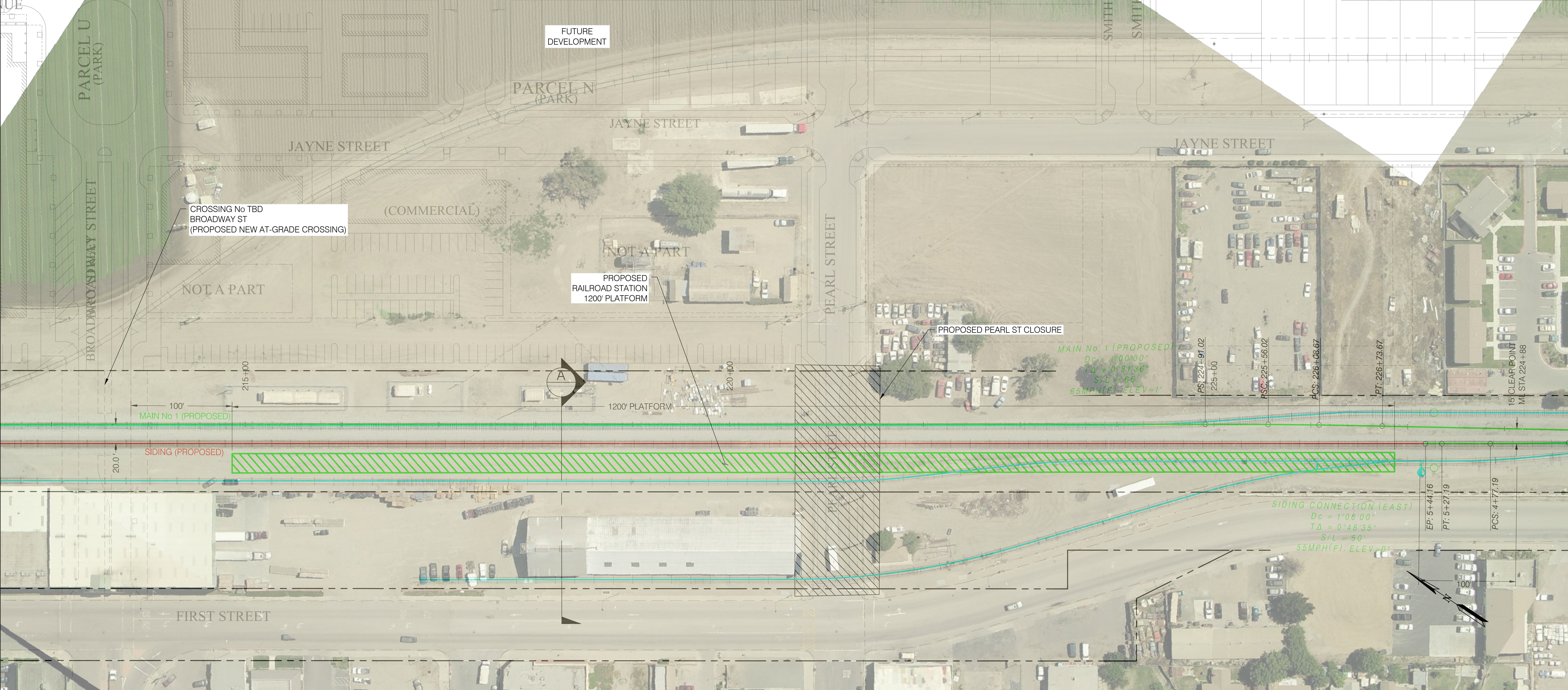
Phase 1 would include construction of the train platform, station building, and canopies, as well as the entryway and curb extensions at Pearl Street. The existing L.A. Hearne warehouse building on the northeast corner of First Street and Pearl Street – occupying most of the area intended for the station patron parking lot – could remain, with interim passenger parking accommodated in the area intended for future Fort Hunter Liggett staging operations or preferably in a temporary gravel parking lot between the new Broadway at-grade crossing and the existing L.A. Hearne building. If the First Street improvements could also be constructed in the phase, additional parking would be available along the east side of First Street.

During Phase 2, the existing building L.A. Hearne building is removed and the station patron parking lot is built. At that time – if not before – the bus turnout lane and the Bassett Street entry and curb extensions would be constructed, along with the First Street improvements between Pearl Street and Broadway Street. Once the station patron parking lots between Pearl Street and Bassett Street is constructed, a commercial or mixed-use building can be built on the southeast corner of Broadway Street and First Street.

During Phase 3, First Street south of Pearl Street is improved, the Fort Hunter Liggett queue lane is constructed, and the De Anza trail south of Division Street is built. In addition a crosswalk is introduced across First Street at Division Street so that De Anza Trail users can travel along the west side of First Street in the event that the Fort Hunter Liggett queue lane is in use or if Fort Hunter Liggett determines that the queues lane should be dedicated solely to Fort Hunter Liggett.

Conclusion

The Multi-Modal Transportation Center improvements described above and detailed in the Conceptual Drawings, attached as Exhibits, serve to consolidate the City's transportation and transit activities at a central location in the downtown area. The concept was developed to serve various forms of transit and transportation, centered at the proposed Amtrak station, based on the Multimodal Transportation Center Development Strategy and information provided by the City. Coordination with UPRR and Amtrak will be necessary as plans for the Multi-Modal Transportation Center develop further.

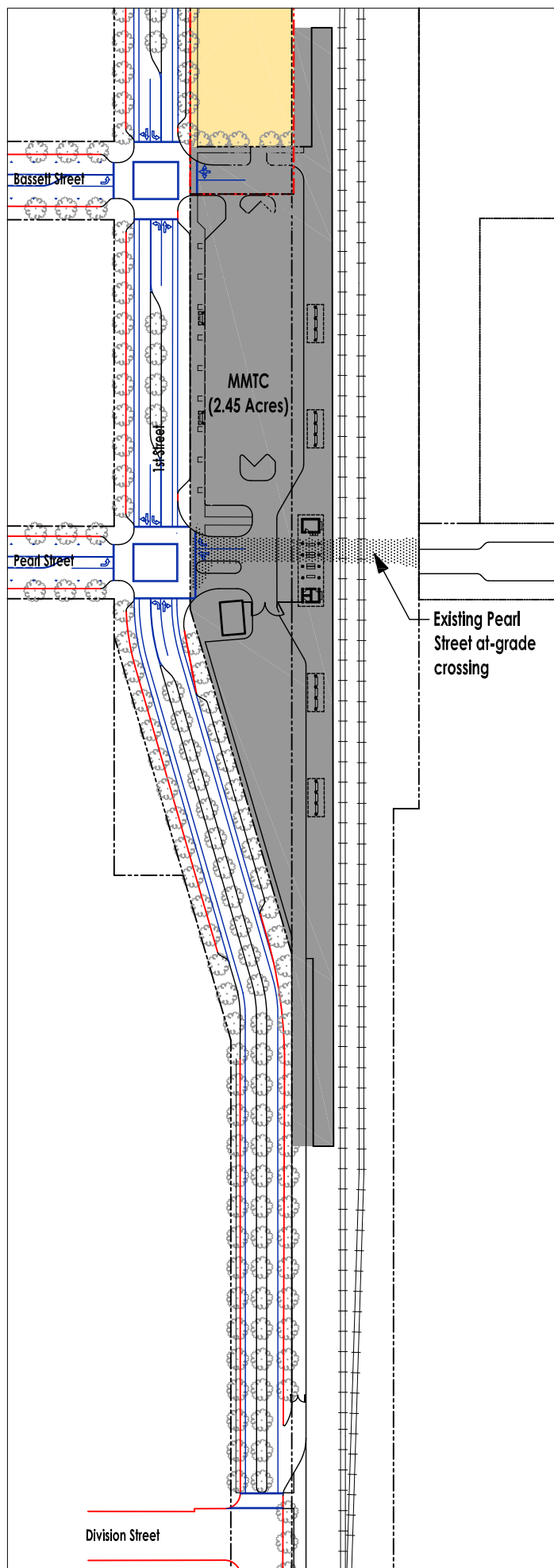


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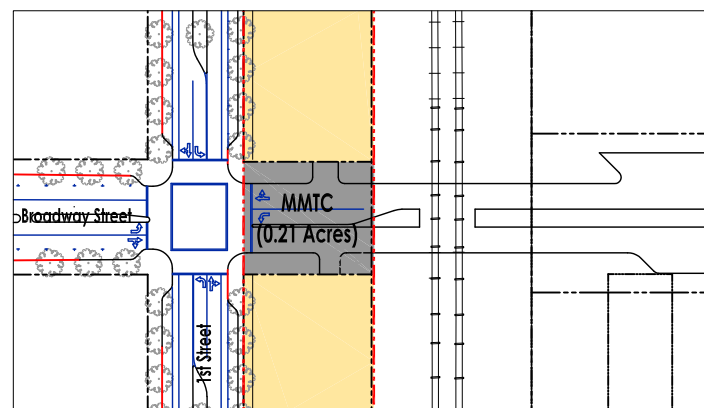
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DRAFT

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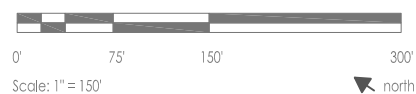


Multi Modal Transit Center



Broadway At-Grade Crossing
(replaces existing Pearl Street at-grade crossing)

MMTC



King City Downtown Addition

SARGENT
TOWN PLANNING
LOS ANGELES | BERKELEY | ALBUQUERQUE



Multi-Modal Transportation Center

New Urban Realty Advisors, Inc.
King City, CA

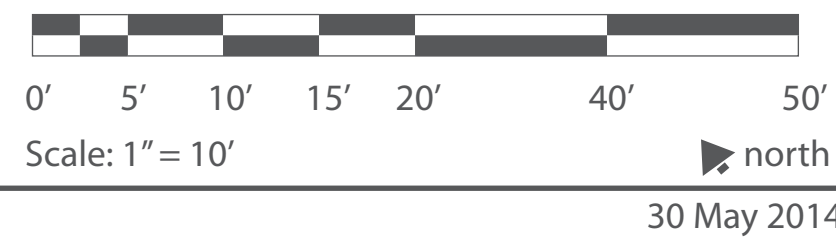


SARGENT
TOWN PLANNING
LOS ANGELES | BERKELEY | ALBUQUERQUE

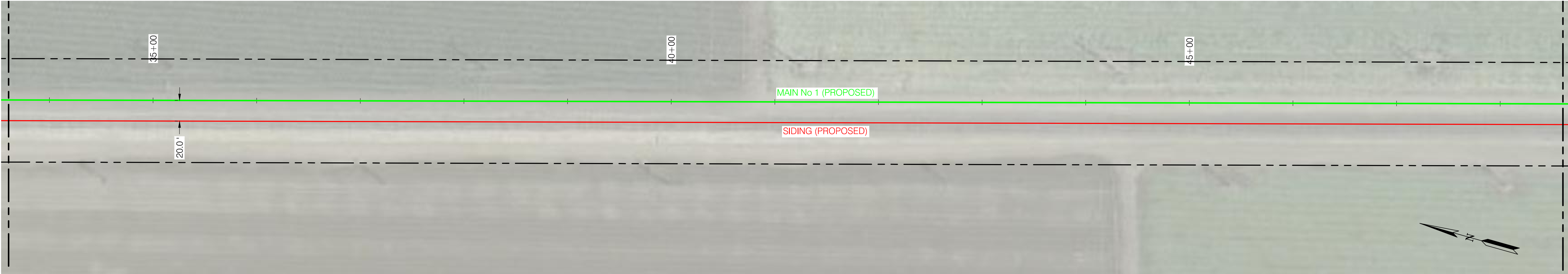
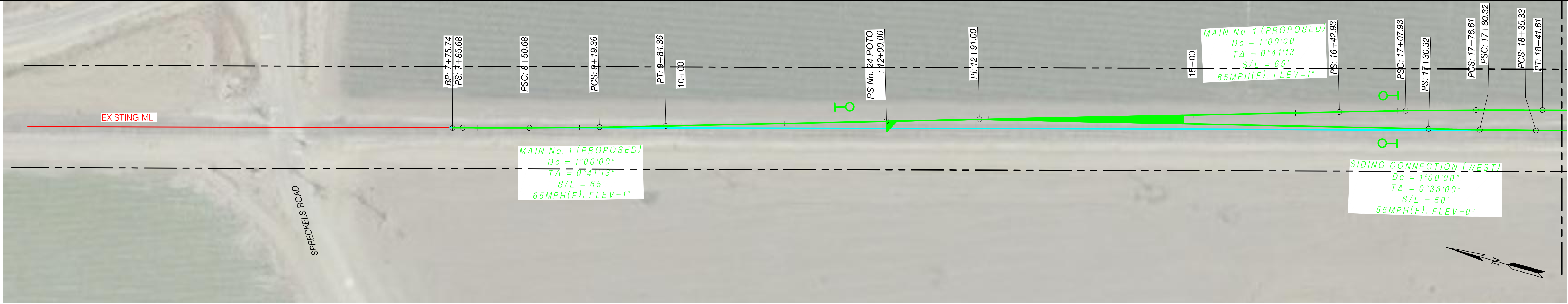


Multi-Modal Transportation Center Parking Lot

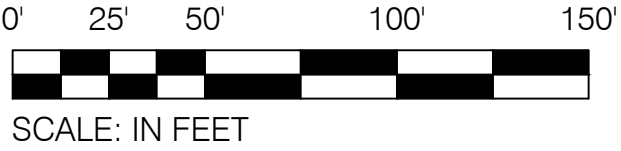
New Urban Realty Advisors, Inc.
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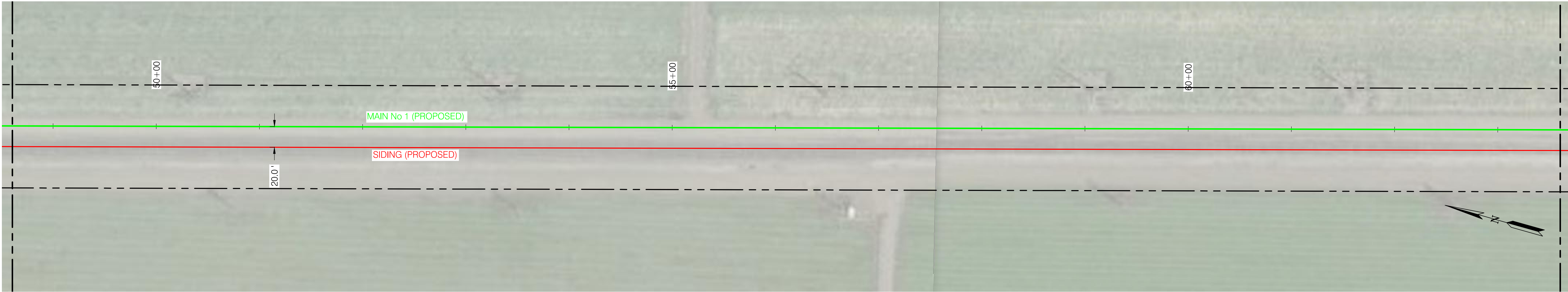


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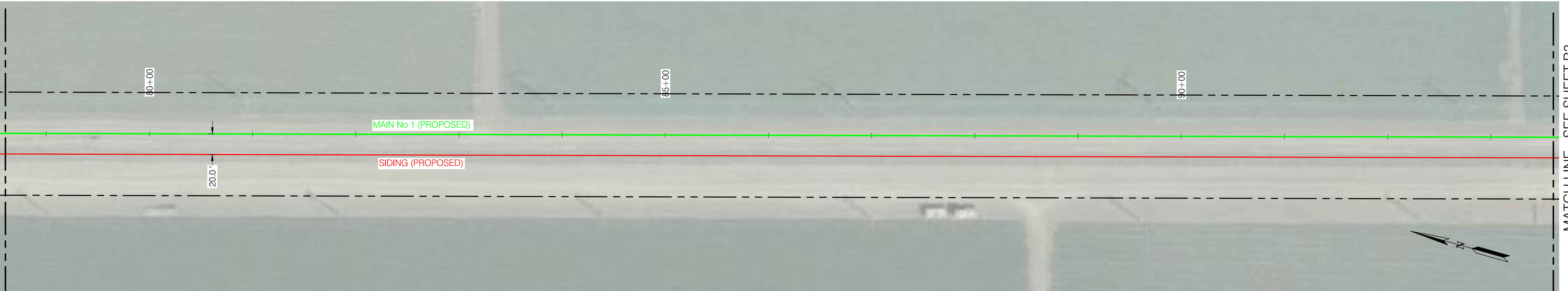
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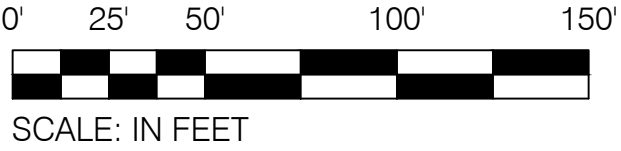
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MATCH LINE - SEE SHEET B3

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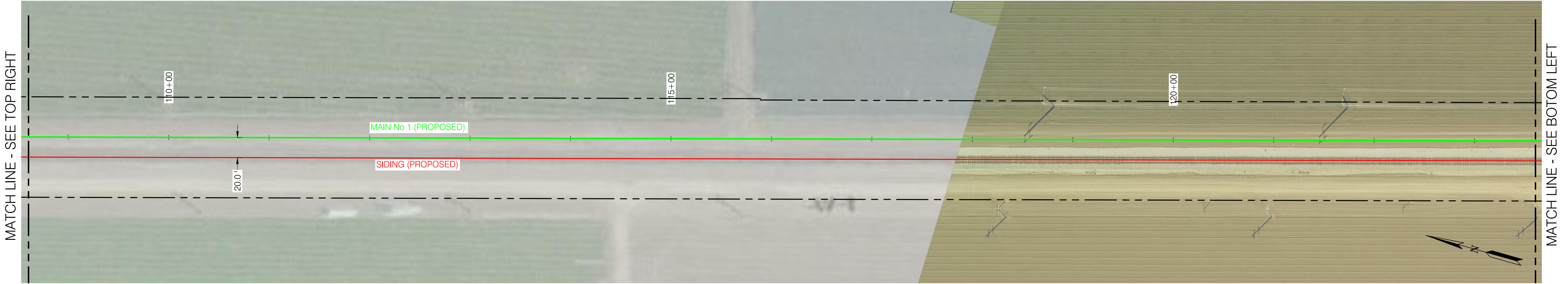
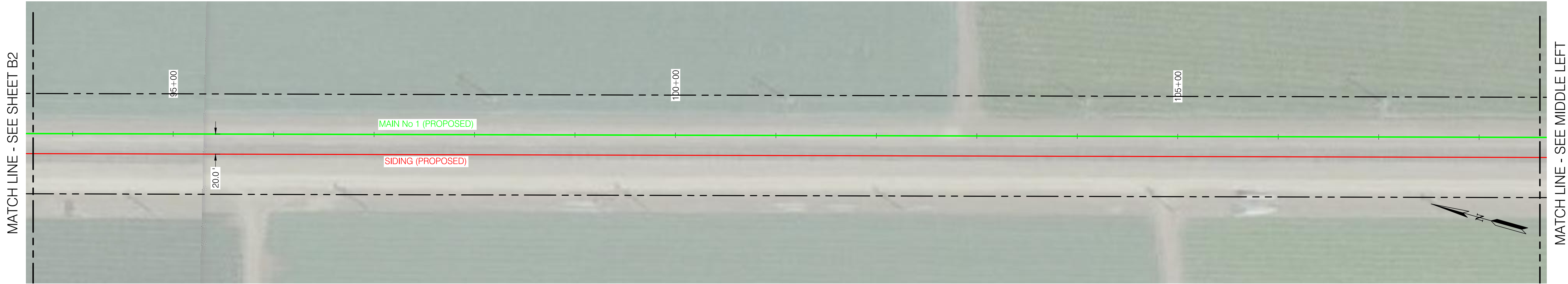


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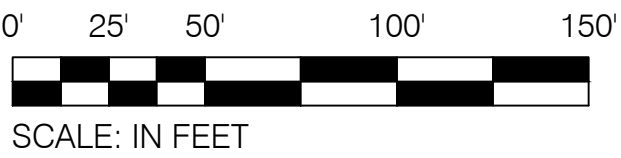
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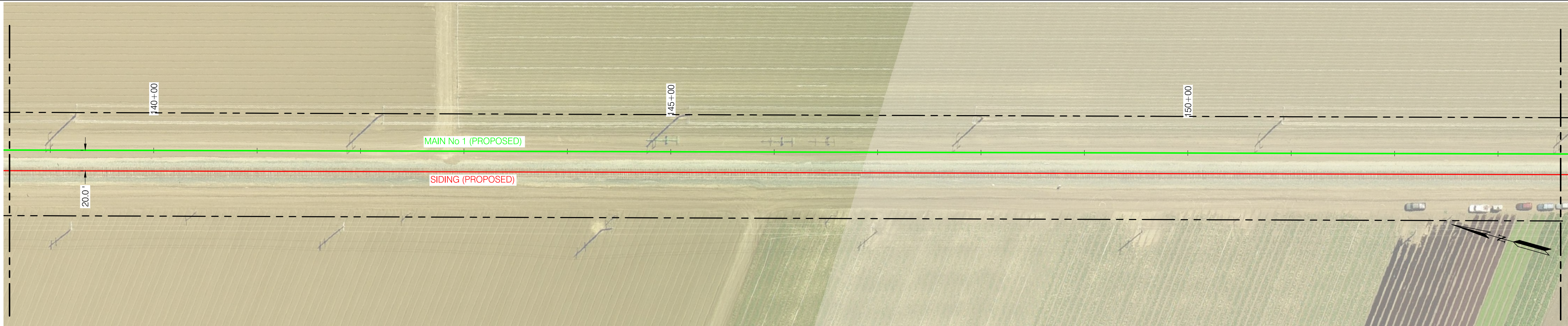
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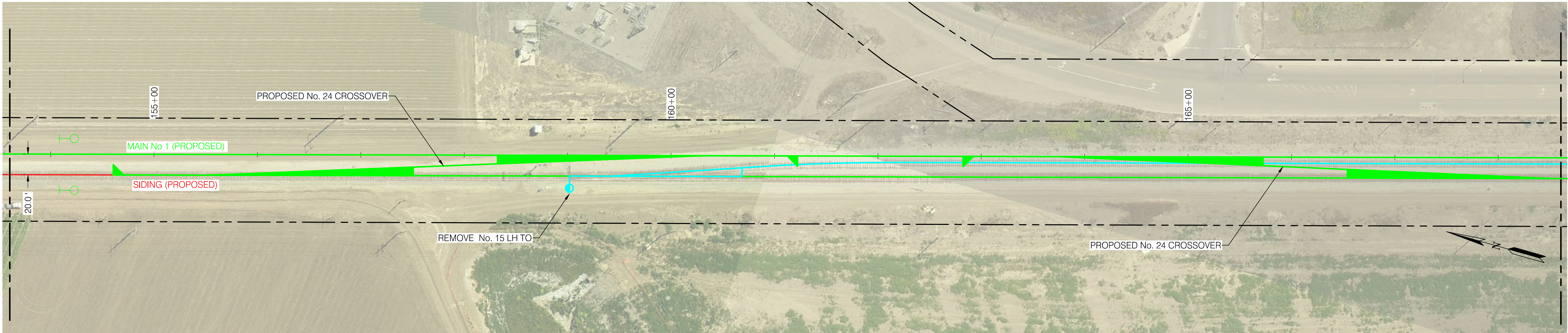
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	 1 Ada Parkway Suite 200 Irvine California 92618 www.railpros.com	EXHIBIT NO. EX-C3	

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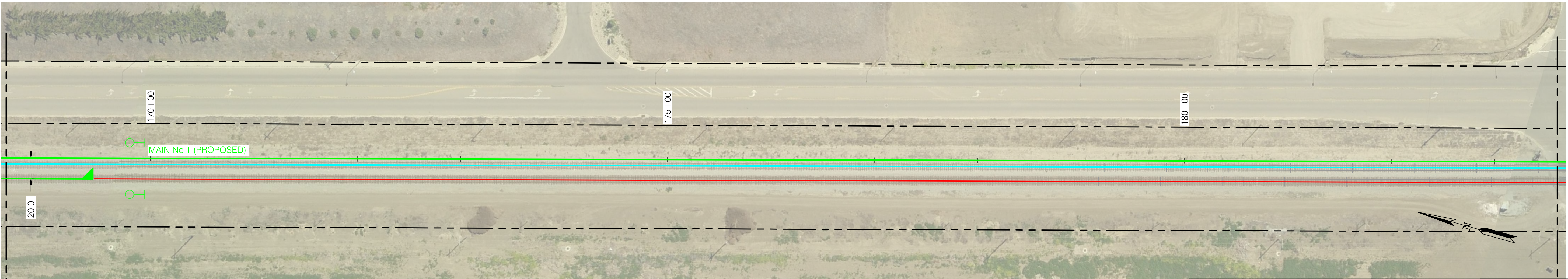
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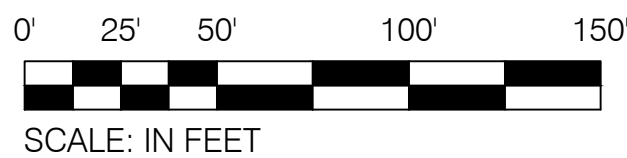
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MATCH LINE - SEE SHEET B5

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LEGEND

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Railroad Platform Concepts

PROPOSED SIDING
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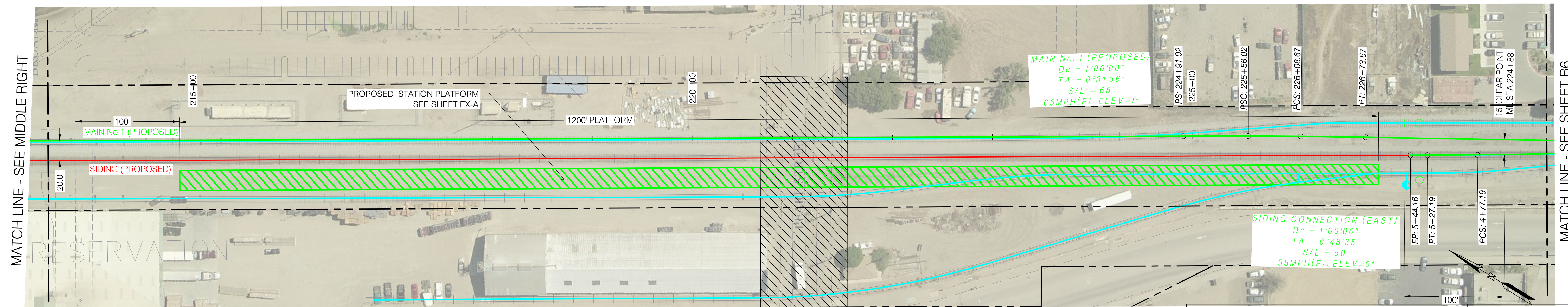
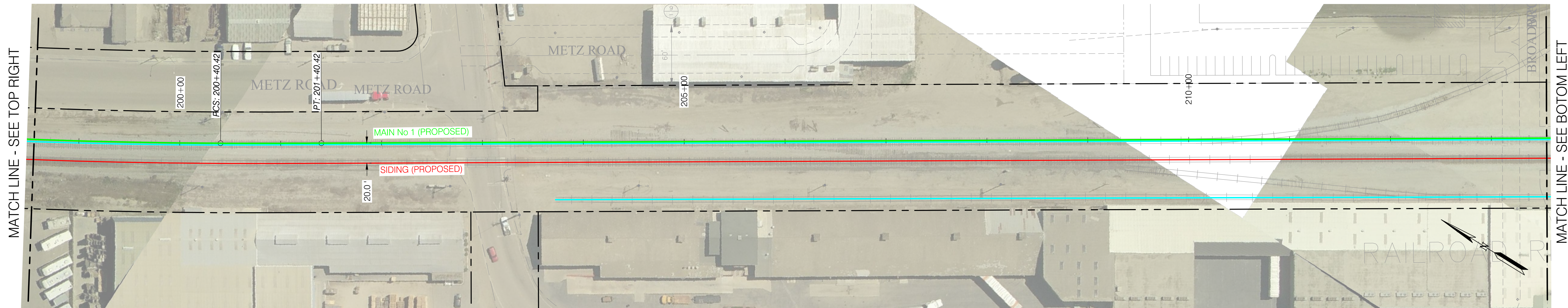
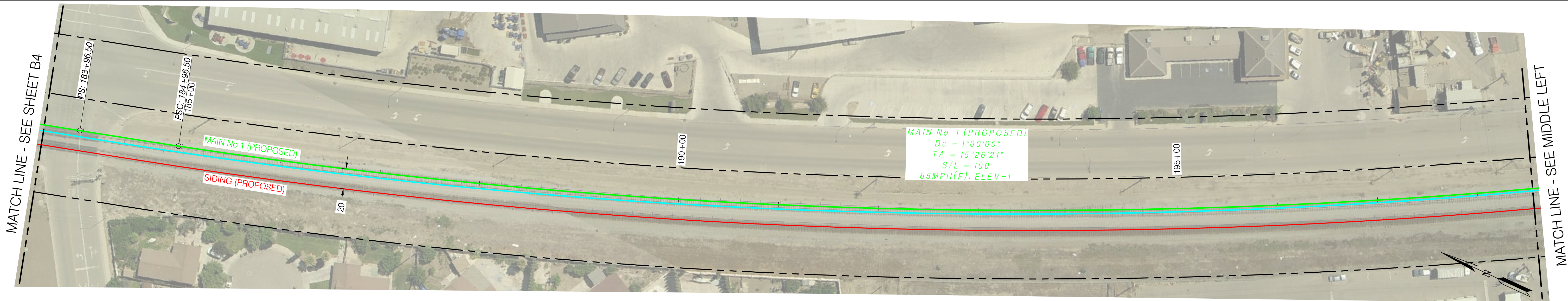


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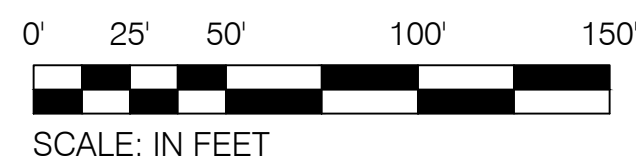
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Railroad Platform Concepts
PROPOSED SIDING
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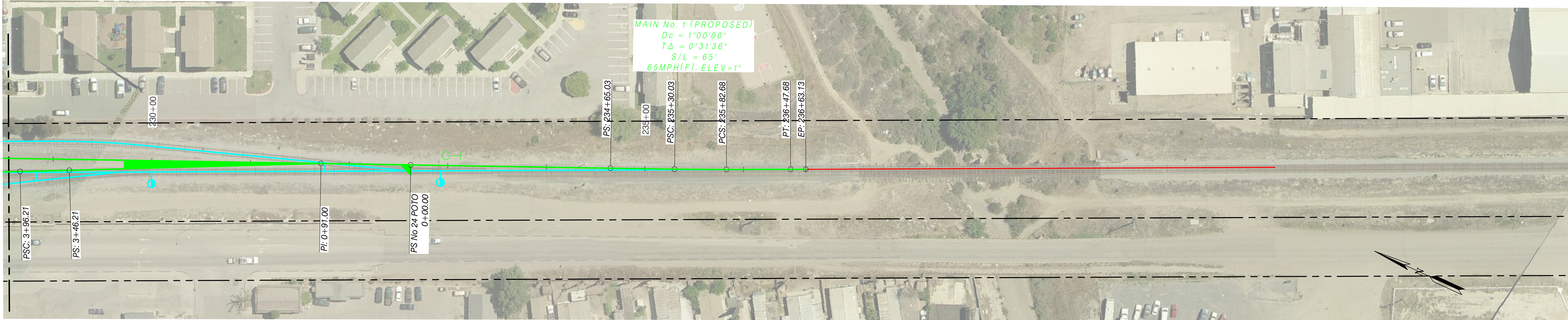


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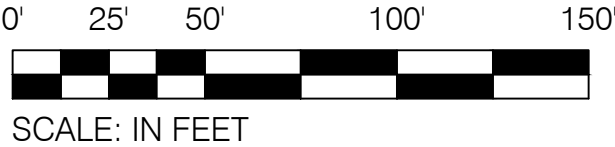
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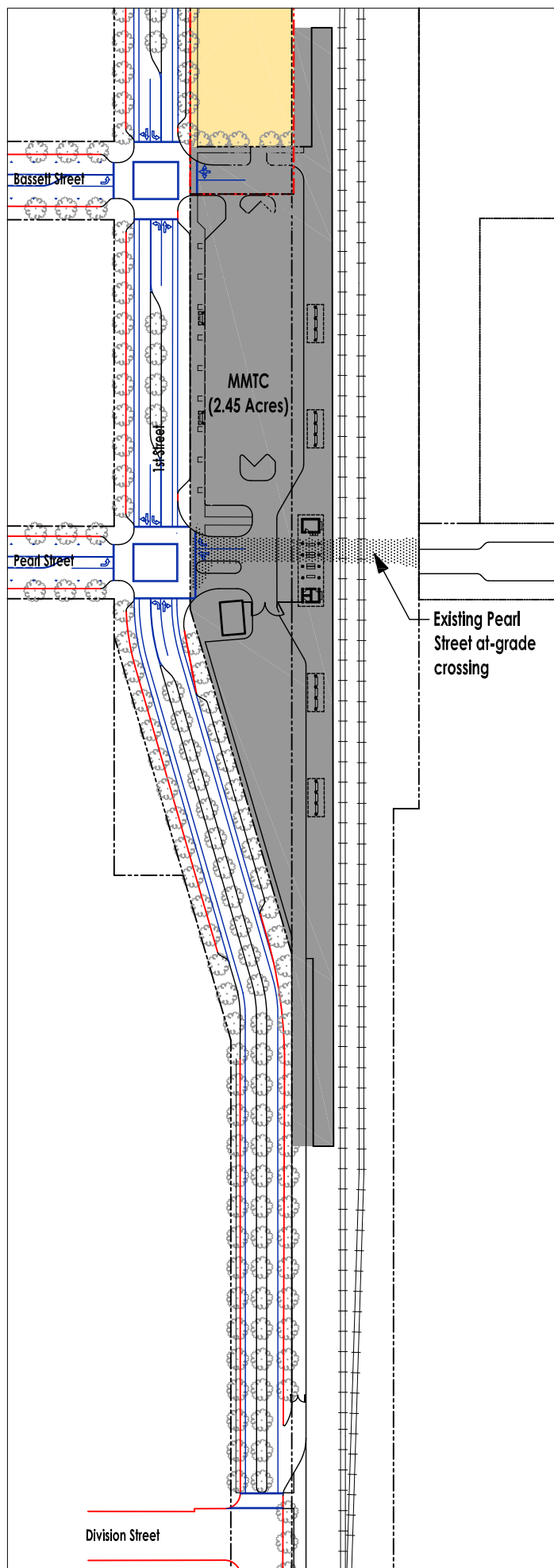


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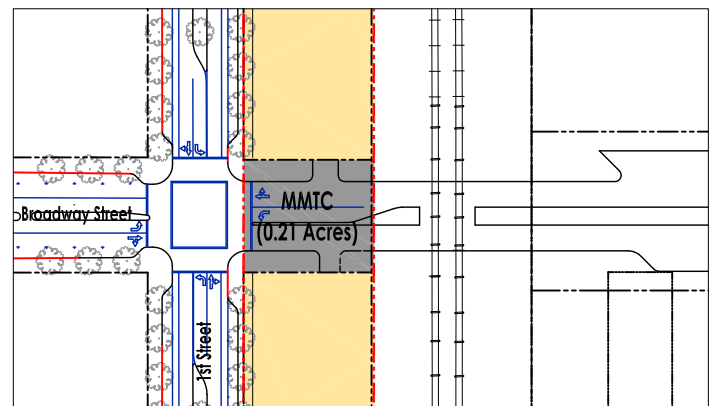


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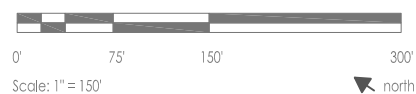


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